



Official and Classified ADVERTISEMENTS

Continued from Page 19

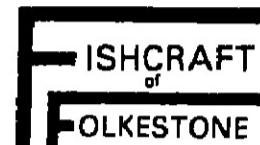
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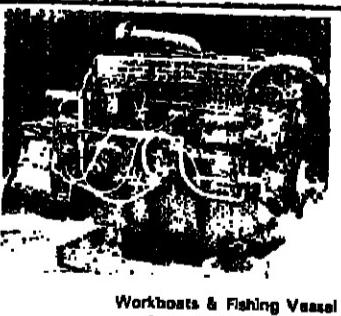
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SECTION DELTA

This operation is being carried out by the barge "Frans" and will now continue into February.

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Northern Shipbreaking Co., Brook Lane, Peterhead. Telephone Peterhead 2338 or St. Fergus 307

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Freezer may sail again

BRITISH United Trawlers at Grimsby is hoping to sail its freezer trawler *Ross Implacable* later this month after a long spell out of fishing.

The 1,042-ton vessel was grounds as a replacement for dogged by mechanical the wrecked *Conqueror*.

problems all last year, but a company spokesman told these have now been rectified. *Fishing News* that *Goth*

Implacable would definitely be returning back at sea, BUT would have to Grimsby after the its entire six-strong fleet of mackerel season was over.

Grimsby-based freezer fish dock rumours of her permanent transfer to Hull in place of *Conqueror* are 'incorrect'.

HULL SKIPPERS IN PAY-OUT CLAIM

HULL SKIPPERS are pressing for compensation because of lost fishing opportunities. They will also be stressing the vital need for reciprocal fishing rights with third nations at a meeting with two local MPs — Patrick Wall and James Johnson — on Saturday.

"Already the laying up of had on many enterprises so perturbed," said Mr. Tom Neilsen, about the gravity of the present situation they are determined to spotlight it immediately at the highest possible level.

With this subject in view two local members of parliament — James Johnson, Labour chairman of the Commons all-party fisheries committee, and Patrick Wall, chairman of the Conservative fisheries committee — have accepted invitations to meet members of the guild on Saturday.

"For example, the membership of our guild, which was in the region of 320 before the steep rise in oil prices in 1976, is now down to between 130 and 140."

"Amid our frustration and worries, we have struggled on hopeful of better times ahead but, unfortunately, the horizon is still clouded with too many uncertainties for our anxieties to be relieved."

"As the EEC now dictates our fishing policy, it is up to the Community to show a wider understanding of our troubles and take quicker action to solve them to our own satisfaction. Otherwise Britain must take independent action."

Members of our guild are

that our ships are mackerel for the Russians our home waters, while not allowed to fish in the Barents Sea.

"Speedy EEC negotiations with Russia and Norway must for Britain," said Neilsen.

"One crisis has followed another in quick succession in our own industry and these have certainly taken a very heavy toll."

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It also seems ludicrous to

the SKIPPER of abandoned freezer *Conqueror*, Charles T. has been barred commanding any trip insured by the Trawler Mutual Insurance Co. Ltd. for years.

This was the verdict inquiry by the insurance company on how

11,000,000 Hull trawlers

ground late last year.

Ronald Carter, skipper, was banned at the start inquiry from taking watchkeeping job for five years.

Skipper Thresh appealed against the ban but the managing director the insurance company emphasised that the ban applied to the past men held at present taking positions.

On Wednesday one committee found no reason to alter the ban.

COMMENT

THE ANOMALIES in the Value Added Tax system are widely known. But things have come to a pretty pass when essential safety equipment for boats is placed in the luxury bracket — therefore attracting higher rate of tax.

While a lot of fishing gear is VAT rated at 8 per cent, navigation lights — which are important to life — are burdened with a 12½ per cent rating.

Already one attempt to redress this situation has been made by the Ship and Boatbuilders National Federation. This has failed.

The problem of correct lighting at sea is a growing one. As fishing opportunities diminish, ships are being herded together in small areas of sea.

Already this is being seen in the south-west, where 200 ft. trawlers are working alongside 30 ft. liners, and there have been complaints about some boats not using lights.

Perhaps now is the time for fishing organisations to lend their muscle to the fight to get the luxury tag removed from safety equipment. Even Treasury officials can be forced into admitting they have made a mistake with enough pressure.

fishing news

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FISH FLOWS BACK TO THE HUMBER

Boston Halifax



with £24,823 from 676 kits after 19 days. Both were again Norway coast trips.

The Tom Slight-agent seiner *Sanrene* (Skipper

codlings, after 16 days.

with £1,174 will take some bettering.

Amongst the inshore landings, there was none better than the £13,600 grossing collected by skipper-owner Bob Mainprize's *Pathfinder* of Scarborough.

She turned out 368 kits of cod and codling for this tally

and made a very big start for the new United Seiners agency on its first day of business at Grimsby.

These promises fell by the wayside. Now Mr. Silkin is to

meet representatives of Britain's fishing industry to discuss measures to preserve fish stocks and the question of exemption will be raised once more.

Mr. Field is not pleased at the way things have gone.

"We are absolutely furious," he said.

"If we had had a good herring season we would have been all right but now I am selling my boat, *Alida*, not and all, and her crew of four will be on the dole" he said.

After French fishermen were given an exemption from the herring restrictions there were "glorified promises" that East Anglian boats would get the same treatment, said Mr. Field.

The herring we net are a different species," he says.

Herring ban delay fury

LOWESTOFT and Yarmouth inshore fishermen are furious over a delay in exempting them from the North Sea herring fishing ban — a delay, they say, which could put many of them out of business.

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Storing and displaying different commodities at correct temperatures calls for experience and expertise in refrigeration. The kind, in fact, that Prestcold has been offering to every category of user for over 40 years . . . both as an equipment manufacturer and contractor.

Ross Zebra spent part of the trip on the Westerlies, otherwise this would have been a new port earnings record for North Sea trip.

BUT's Ross Tiger (Skipper

Dennis Avery) picked up the best Westerly trip with a grossing of £20,773 from 965 kits after 16 days.

There was another big payout for Margrath Bojen (Skipper John Bojen) and Frances Bojen (Skipper John Richardson). They had a combined grossing of £31,567 from 1,154 kits, mostly

on the Westerlies.

In practical terms this means four factories which export around 50% of total production to 90 tough overseas markets; nearly 4000 employees;

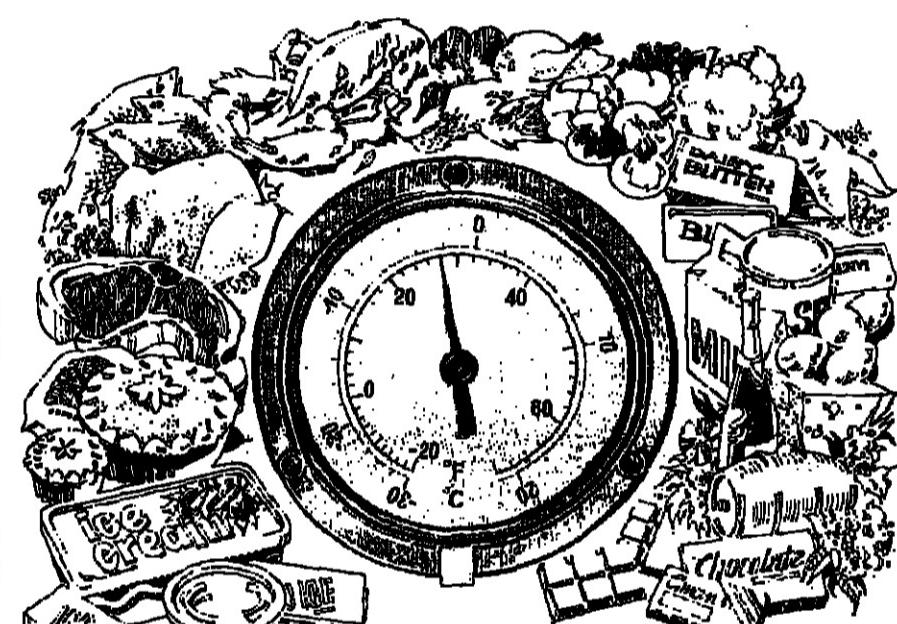
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I am totally unrepentant on the British stand on fisheries policy."

He said that he had been led to believe that Spain had a large and not very efficient fishing fleet.

The present "cake", which is not big, would have to be divided into even smaller pieces if the Spanish fishing industry was not to suffer a heavy burden.

"The one thing which surprised me in discussion of fisheries policy is the way the French, normally very agile at seeing their own national interest, have not supported us in our demand for coastal belts or preference."

It seems to me that any maritime state has an interest in having a fishing policy which preserves them the integrity of the current Community fisheries policy. It has always possibly becoming a member.

France has not been the ad-

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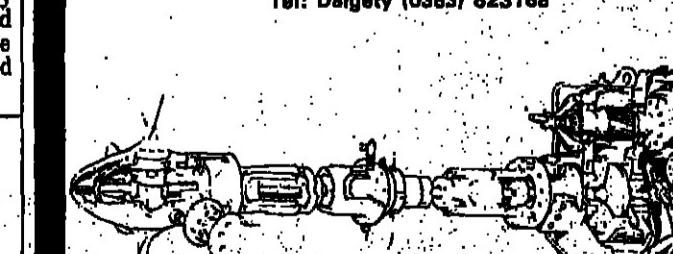
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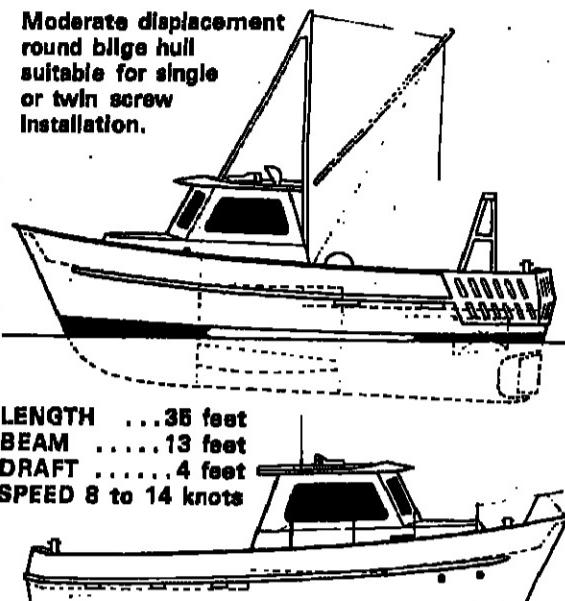
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MORE FREEZERS TO HEAD FOR MILFORD

Now *Fyldea* sails south

FLEETWOOD is stepping up its involvement in the south-west mackerel fishing with the switch of the stern trawler *Fyldea* from pair trawling to single-boat pelagic fishing.

Fyldea has sailed south after refit at Fleetwood. Previously she had been paired with her sister-ship, *Jacinta*, but bad weather hampered the pair.

Fyldea joins five other Fleetwood vessels on the mackerel grounds. They are the stern trawlers *Boston Beverley*, *Boston Blenheim* and *Ivana*, and the small side trawlers *Lorenzo* and *Volvo*.

The vessels are all transhipping their catches into vessels operated by Eastern Bloc countries.

Meanwhile, discussions have taken place between the

HULL FREEZER trawlers working the south-west mackerel grounds will continue to land at Milford Haven until April, according to the manager of the Milford Docks Co., Mr. Evans.

Since October, 41 landings by Hull freezers have brought in 20,000 tons of mackerel for loading into refrigerated vessels bound for Nigeria.

Mr. Evans, referring to the Hull freezers, said: "There is no doubt that they will be back in the autumn in greater numbers. We expect a 26 per cent increase in the number of Hull freezers using Milford Docks next mackerel season."

Referring to the work carried out on transhipping the catches in the past few months, Mr. Evans said: "It's been hectic but we are pleased with the way things have gone. We have learned a lot about this particular trade and are confident that Milford will have even greater numbers of freezer trawlers here for next winter."

More than 100 extra men have been taken on. Meanwhile, discussions have taken place between the

February 17, 1978

February 17, 1978

Danish boat's Grimsby record

£5,000 a day gill-netting



Skipper-owner Peder Kjaergaard of *Torino* (second from left) with his record-breaking crew. Below: the four-year-old gill-netter after topping £20,000 on a four-day trip.



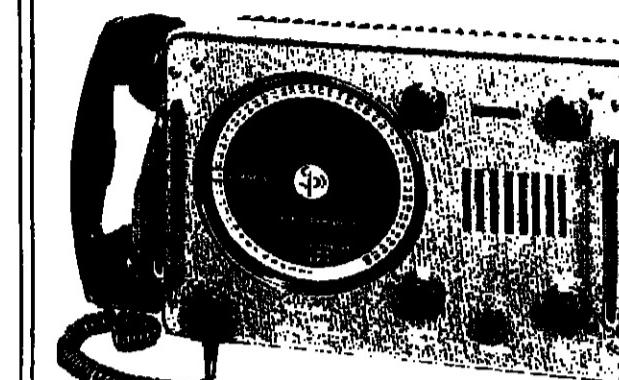
FIRST SALMON

THE FIRST salmon of the season at Mudford has been netted by well-known professional fishermen, Tony Hunt.

By referring to the first netted salmon — this one weighed in at 13lb — was sold to Dan Cooke, proprietor of the Somerset Hotel, Christchurch.

The netting season at Mudford opened on February 1. Last year, however, it was two months before the first salmon was netted.

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ANY DECCA DEPOT

Blizzard blows Minch fishing off course

ALTHOUGH the west coast of Sutherland escaped the full strength of the Arctic-like blast that caused death and havoc in other parts of the Highlands, the North Minch fishing fleet was not so lucky.

Kinlochbervie market was open three days, but more northerly Kinlochbervie was closed for the whole of the snow week.

A combination of hazards revealed the North Minch ports' dependence on the telephone and other communications with the south, and particularly showed the vulnerability of Kinlochbervie's tenuous road link.

The last fish lorry (unrefrigerated) out of Kinlochbervie before the storm started late Friday night (27 Jan.) had a small load of about 200 boxes for the Monday market at Hull.

At Carrbridge the lorry became snowbound with no way out. It was the following Thursday that a way out was found, leading to Aberdeen market. Twenty boxes were dumped, and the remainder bought at a low price which caused a Kinlochbervie merchant to remark: "We lost a bomb."

Fifteen miles inland from Kinlochbervie, men and machines from the west coast and from inland Lairg were battling simultaneously to clear drifts higher than the cab of a lorry.

The fish run out of Kinlochbervie is a single track to Lairg, leading to Bonar Bridge, where the bridge over the Kyle of Sutherland is the only east coast road link that Caithness and Sutherland have with the rest of the country.

All electricity in N.W. Sutherland went off on the Saturday and phones went off shortly afterwards, although an "emergency only" service was in operation using car batteries in the exchange.

The 13 boats operating from Kinlochbervie are Banffshire owned and when the crews motored home

because of flooding and snow. But later lorries which took the east coast route ran right off Hull and Grimsby.

On Thursday night a Kinlochbervie Lorry route opened, but with no traffic.

Next day at 9 pm the ice plant engineer reported that, with cold weather closed doors, the ice was

In Banff and Moray skippers were buying petrol for the Sunday night west. Pier workers cleared harbours, unhooked ropes and fished telephone lines like new ones.

Everybody was getting ready for a return to business on Monday, while North Minch again fully decked with Hull, Grimsby and other places that the trade had taken for granted were only a phone call away.

Dutch Bank — one of three Kinlochbervie boats which had the whole of the North Minch grounds to themselves.

Thursday for the weekend they were stuck for over a week with the snow-bound width of Scotland between them and their livelihood tied up at Bervie pier.

On the Monday three Sutherland-owned boats, *Loch Inchar*, *Sheigra*, and *Dutch Bank*, whose crews could walk to work, salled out of Kinlochbervie and had the north part of the North Minch to themselves, to land over 300 boxes at a powerless pier.

As the week went on it became evident that fish in Kinlochbervie market was strictly for the seagulls, so they re-loaded and sailed to Lochinver for the Thursday market.

Electric power had been restored at Lochinver on the Tuesday at 3 pm and the market opened Wednesday, Thursday and Friday.

Here, too, many crews were stuck at home, but some trickled back and a peak of 27 boats operated, with a score still tied up.

The usual fish route out of Kinlochbervie is the double road via Ullapool, but strangely enough, the first route chosen by Lochinver lorries was the narrower one to Invershiel and on to Bonar Bridge.

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A CASE of considerable interest to fishermen operating in naval dockyards has recently been decided in Dumbarton Sheriff Court following a dispute with Ministry of Defence police.

John Allan McKichan (89), whose family have for several generations fished the Garroch and Loch Long which are now incorporated in the Clyde Dockyard Port, was charged as master of the *Jeanie Stella* (RO 50) he failed to comply with a direction given to him by the MoD police on behalf of the Queen's Harbourmaster to lift his fishing gear from under the surface of the water.

Skipper McKichan admitted that he refused to lift his gear because he thought it was no concern of MoD policemen.

He consequently did not find it necessary to decide whether the power in the Order in Council to issue directions to persons fishing in the Dockyard Port was itself lawful.

Sheriff James Murphy, in

finding Skipper McKichan not guilty, held that the Queen's Harbourmaster could issue directions only by himself, or his duly appointed assistant or deputy, and that there was no evidence before the court on which it could be held that the direction was so issued.

He further argued that the Dockyards Act did not give power to the Privy Council to make an order interfering with fishing within three miles of the Scottish coast, which was an inalienable right held by the Crown in trust for the Scottish people from time immemorial.

Skipper McKichan, in

arguing that the Queen's Harbourmaster must himself issue any direction which must be clear and unambiguous, and probably in writing. What a police officer

argued that the Queen's Harbour-

master's authority to issue such

directions was over-ruled.

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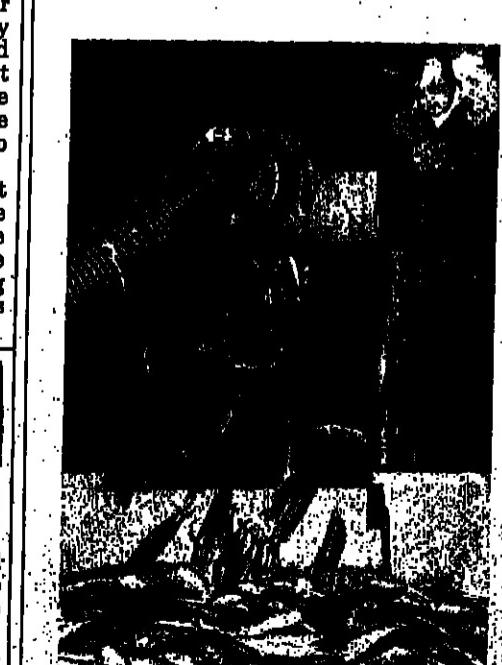
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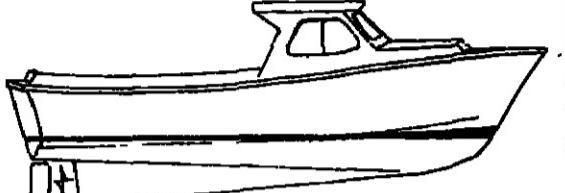
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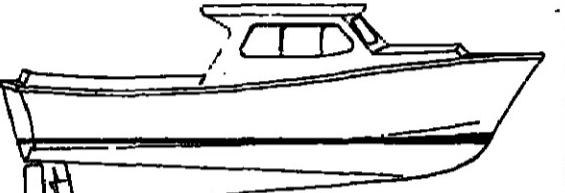
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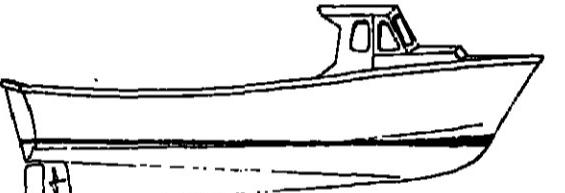
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'Drastic action' threat by PO

SIR, Your soapbox editorial in *Fishing News*, February 10, prompts a reply as this PO is greatly concerned with the continuation of the mackerel fishing industry, both for this and future generations.

Unless the current complex issues are resolved it is difficult to see how there will be anything left for either local or other fishing interests, irrespective of their methods.

Currently efforts are being made by this PO together with others so that difficulties might be mutually resolved. The policy of the EEC is to give protection to a local fishing industry and we insist that action should be taken to give effect to this. Unless positive measures are forthcoming, drastic action will be considered by us.

One issue affecting the inshore fleet is the carpet of jettisoned mackerel in Mounts Bay and, as any fisherman knows, this causes havoc to the local trawling, potting and lining grounds.

We are glad to learn that as a result of local generosity the fund for 'Boat for Sea Ranger' victim has doubled its original target to £2,500. Many of the local fishermen have contributed and this is the true local attitude towards those who may visit these parts however concerned we might be at their fishing methods.

In the face of combined efforts in the mackerel fishing

Close season for lobsters

SIR, I would like to make a couple of points regarding your article in *Fishing News*, January 20, about the proposed regulations on shellfish.

As well as raising the lobster sizes to 84mm I think something should be done about part-timers who take the cream of the lobsters inshore in the summer time.

These lobsters would be welcomed by full time men in the winter when the weather is not so good.

I would also like to suggest a closed season for the months of May and June.

In the face of combined ef-

A MAJOR BLOW to the Irish fisheries protection system was dealt at the weekend by the country's own High Court. It ruled that the forfeiture of gear and fish worth £102,000 by a Bulgarian trawler in 1976 was unconstitutional.

This leaves Ireland with a maximum penalty of only £100 for illegal fishing and the Irish Fishermen's Organisation has declared this to be "an encouragement to poach" off Ireland.

The High Court ruled in Dublin that a District Justice in Cork did not have the jurisdiction to order the confiscation of the catch and gear of the Bulgarian trawler,

Aurelia, following the conviction of her skipper for illegal fishing off Cork on September 27, 1976.

Jordan Kostain, Aurelia's skipper, appealed that the forfeiture constituted a penalty and that it was so great that the offence could not be held to be a minor offence. Therefore, it could not be dealt with before the lower District Court.

Under the Irish constitution, the skipper claimed, Article 38 provided for the trying of minor offences by

courts of summary jurisdiction. He claimed that the penalty removed it from the category of a minor offence and that the forfeiture was a penalty. Therefore, the lower District Court could not order the forfeiture of the gear and catch.

Though the State denied that the forfeiture was a penalty, the High Court held that it was.

Rory Conway, a Cork solicitor on the case, said that he was very pleased with the decision. It could affect up to 21 cases under appeal.

There is to be a further hearing in the Dublin High Court on February 20 to explore the consequences.

LETTERS

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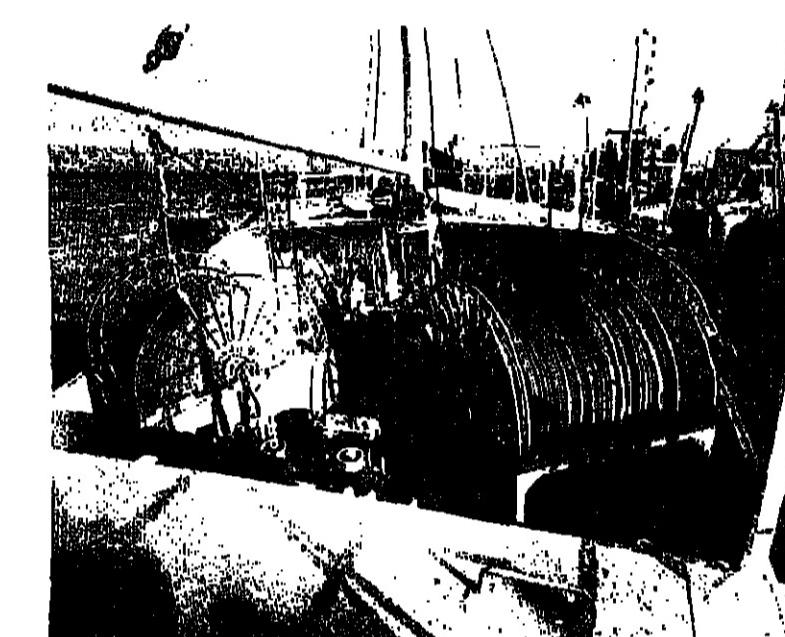
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CHALLENGER II



Read in this issue of *Fishing News* all about the Scottish made deck machinery chosen by Skipper Andrew Strachan and his partner Walter Innes



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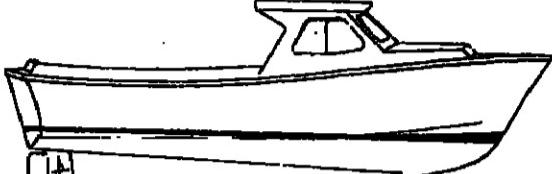
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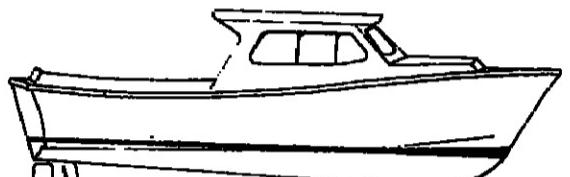
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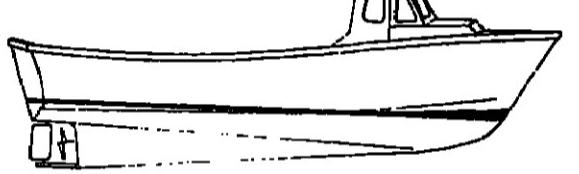
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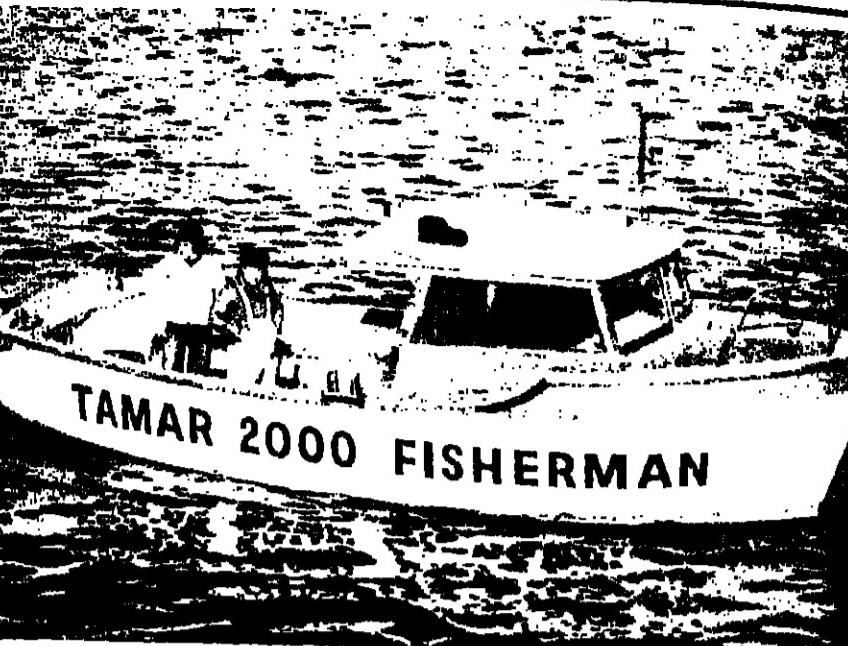


Debut for 23-footer

THE FIRST of a new series of 23 ft. long GRP fishing boats was launched on Friday last week at Plymouth.

The prototype Taymar 2000 Fisherman has been potting and lining this week under her skipper, Farrell Leyshon of Plymouth.

The series-built boat of conventional round bilge form and designed by local man Reg Crowther, is being built by Taymar Boat Enterprises of Coxside, Plymouth, for £7,500. More details in *Fishing News* soon.



BULGARIAN 'WINS' POACHING APPEAL

Big blow to Irish protection

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The IFO called for immediate introduction of minimum £25,000 fine poaching.

One move open to the State is to decide to prosecute cases at a higher court level such as the Circuit Court.

A Government source in *Fishing News*: "Sitting

these courts are not held

frequently as the District Courts and there would be

special sittings for a very

caught poaching."

"So while a case might speed through the system in a special court now, it could be a very long wait for a trawler waiting to turn in a very long Circuit Court list."

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In the face of continued effort in the mackerel fishing

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industry and by all the interested POs this PO finds it disappointing that our trade paper puts out editorials putting sections of the industry against each other instead of using its efforts to promote the measures that will lead to the resolving of our difficulties.

A. W. BESLEY,
The Chough,
Penbeagle Way,
St. Ives

Close season for lobsters

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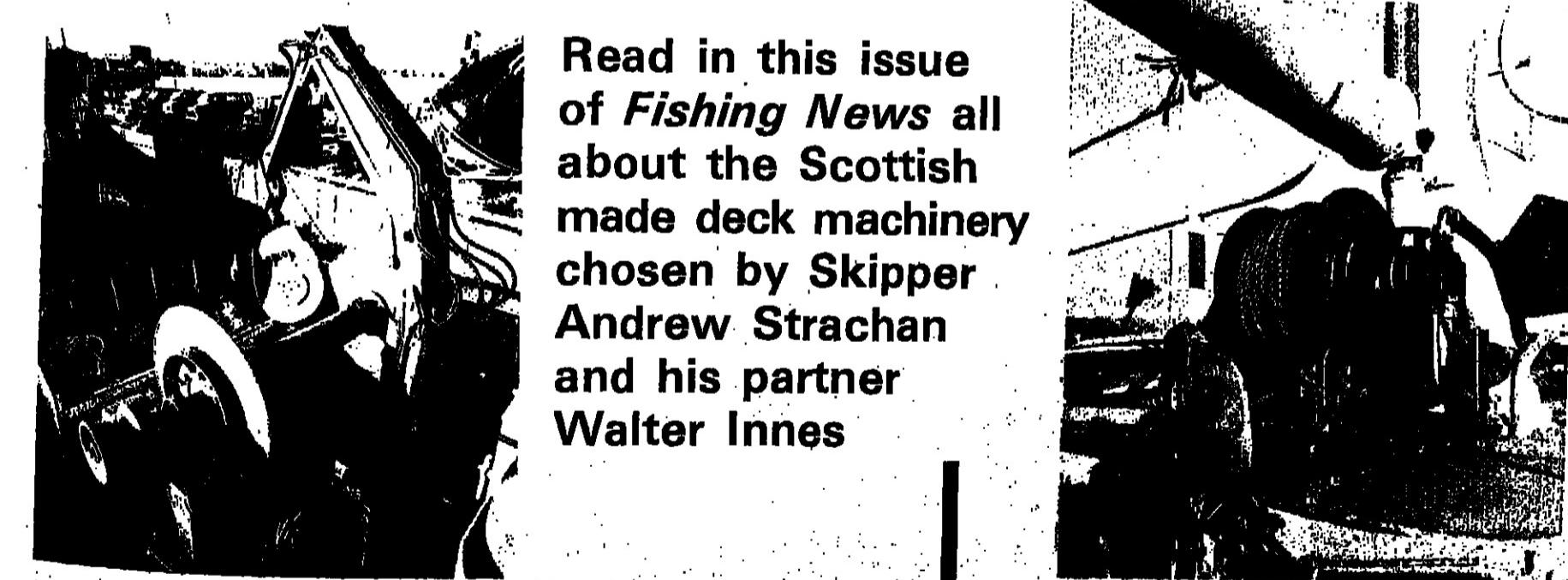
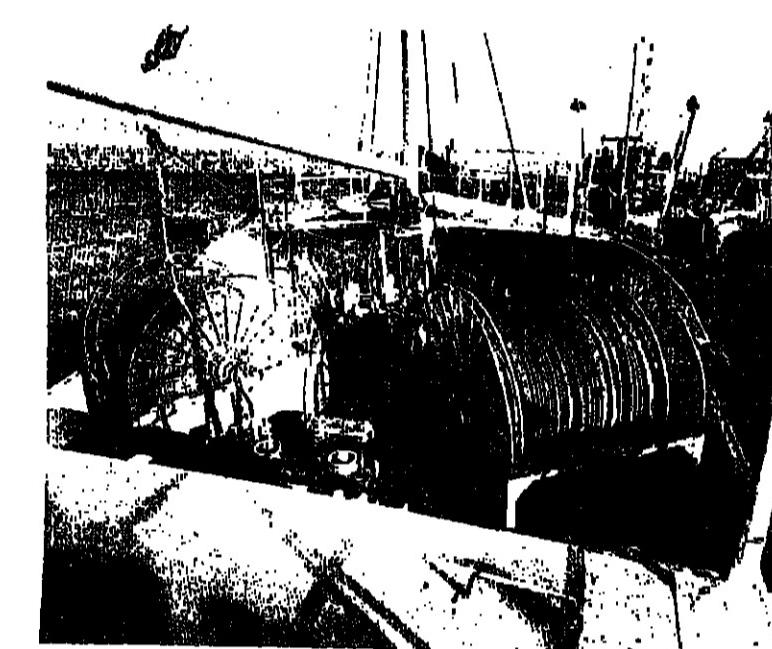
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CHALLENGER II



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Pethead's new Challenger II

Below "Challenger II", the latest vessel to join Peterhead's seiner fleet, has now started fishing under Skipper Andrew Strachan. This steel-hulled vessel is the third 85-foot built by Campbeltown Shipyard.

VERSATILE 80 TONNER

PETERHEAD'S newest seiner-trawler, the 85ft. *Challenger II*, has started seine netting from her home port. She is able to work pelagic and demersal trawls with or without a partner vessel.

She may also go pair trawling for white fish with another Peterhead boat later in the year.

Challenger II is the third 85ft. vessel built by Campbeltown Shipyard and is owned by Skipper Andrew Strachan and his partner, Walter Innes.

Skipper Strachan told *Fishing News* that the steel vessel handled very well during the very stormy weather she encountered during her first fishing trips.

With an overall length of 26m, length between perpendiculars of 23.36m, and registered length of 24.5m, she has a moulded beam of 7.2m, and moulded depth amidships of 3.7m.

She is of all-welded steel construction and has round bilges, cruiser stem and raked soft nose stem. Her layout is Scottish seiner-trawler type with the deckhouse aft.

Below deck she is subdivided from forward into forepeak, fish room, engine room and cabin.

Propulsion is by a Mirrlees Blackstone 18SLMGR diesel engine which develops 400hp at 750rpm to turn a Newage

Challenger II's wheelhouse is fitted with Wesmar SS230 sonar (left), Furuno PUG11 echo sounder (centre) and Elac LAZ272 echo sounder with LAZ62 fishlips below.

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GARDNER ENGINES & GILKES PUMPS

Electrically driven equipment in the engine room includes a Deutz general service generator, steering gear and a Sturm Turner for the deckhouse.

Her gutting shelter and landing derrick are of aluminium, and Chalmite

from Watson and

Fuel oil tank from Bostrom.

The after towing blocks for trawling are hung from steel arms on the rear corners of the deckhouse.

Her gutting shelter and landing derrick are of aluminium, and Chalmite

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Fuel oil tank from Bostrom.

The Losse fishroom deckhead is insulated with foam and lined with aluminium sheet.

The deck machinery includes not drum block, discharge pump, power block, discharge pump, anchor windlass and anchor winch.

A similar set of pumps make up the powerpack at the fore end of the main engine and can drive the deck machinery at full power if required.

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from Watson and

Fuel oil tank from Bostrom.

The Losse fishroom deckhead is insulated with foam and lined with aluminium sheet.

The deck machinery includes not drum block, discharge pump, power block, discharge pump, anchor windlass and anchor winch.

A similar set of pumps make up the powerpack at the fore end of the main engine and can drive the deck machinery at full power if required.

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Fishermen worth their salt keep a copy handy

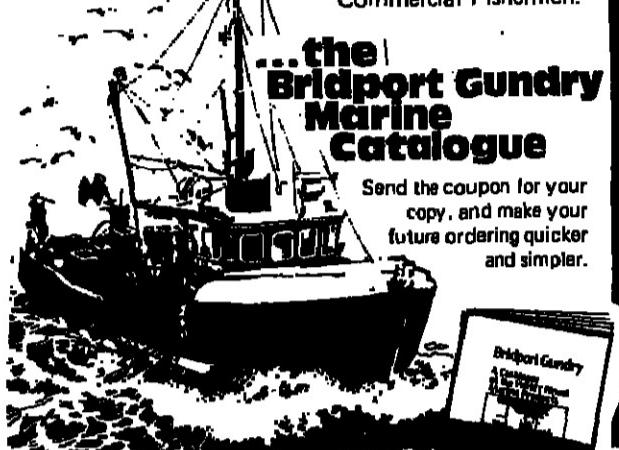
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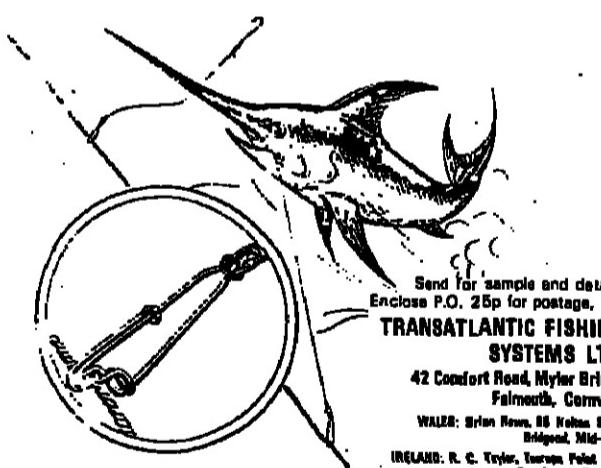
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104 Gloucester Rd, London SW1, Tel: 284101
104 Gloucester Rd, London SW1, Tel: 282828

Building otter boards

"PLEASE TELL me what size and weight of otter boards it would be best to use with a nine metre headline polythene trawl and, if possible, tell me how to make them."

Boards 914mm long, 508mm high, weighing about 25kg each might suit you.

You first design the boards in order to calculate the quantities of material needed.

When designing conventional boards you use halves and quarters. Draw a board 914mm long to scale on a piece of paper, with a depth equal to half the length, i.e. 467mm.

Now draw vertical and horizontal lines on the board at intervals which quarter its length and height. These show you precisely where to fit towing brackets on one side of the board and rings on the other.

On paper, the top arm of the forward bracket should be attached to the board one quarter of the length (229mm) from the leading edge and one quarter of the height (114mm) from the top.

The bottom arm should be attached 229mm from the leading edge and one quarter of the height (114mm) from the bottom.

Top arm of the after bracket should be attached halfway along the board lengthwise (457mm from leading and trailing edges) and 114mm from the top. The bottom arm should also be attached halfway and 114mm from the bottom.

Brackets of conventional design and size will then come together on paper so that the towing position will be halfway between top and bottom edges and one third of the length of the board from the leading edge.

Brackets of conventional design and size will then come together on paper so that the towing position will be halfway between top and bottom edges and one third of the length of the board from the leading edge.

Having so designed your boards on paper, you add five per cent (50mm) to the height of the top half of each of them in practice.

This ensures that the towing point on the brackets is below the horizontal halfway line and that the boards will cant outwards.

It also lowers the rings on the reverse side of the board relatively so that the pull of the legs is slightly greater on the lower half of each board than on the upper.

Having designed the boards, you now need materials. These include sufficient larch, pine, oak or wych sin planking about 25mm thick to make two 914mm x 508mm boards.

You also need a pair of brackets for each board and 25mm x 6mm lengths of strip iron for binding leading, bottom and trailing edges. About ten dozen 38mm x 10mm bolts and some lengths of heavy iron for making shoes for each board.

Inspection of conventional boards used in your locality and looking at illustrations in periodicals and catalogues will help you decide how best to assemble them. Having done so, you can start construction.



John Burgess' Log

The ceramic transducers are moulded into glass fibre housings, giving far better mechanical strength than an open transducer face. This is very important as the transducers are often under very high mechanical stress.

The new range consists of five different types suitable for use in all sizes of fishing vessel.

Another new product is the Simrad CQ Sonar Scope, which can be connected to Simrad SI, SK3, SB, SQ, ST and SU sonars.

It presents signals on a 12 in. cathode ray tube screen and is claimed to give superb overall views of search and catch situations.

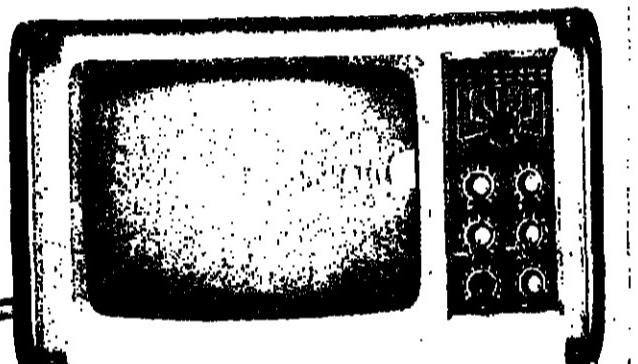
The efficiency of a transducer is measured in percentage, which tells how much of the electrical power output is transformed into ultrasound energy in the water.

A comparison between the two types shows that while the nickel transducers operate at approximately 25 per cent effectiveness, the ceramic transducers will be capable of 50 per cent effectiveness, an increase of 100 per cent.

Practically speaking, this means an echo sounder with 600 watt transmitter output power and a ceramic transducer equals an echo sounder with 1000 watt output and an ordinary nickel transducer.

Use of a ceramic transducer means less noise and longer range on an echo sounder.

Further details from Decca Radar Ltd., Decca House, Albert Embankment, London SE1 7SW, Simrad's agent.



Above: Target is retained on screen between each 'ping' on Simrad's CQ Sonar Scope. Below: Simrad's new ceramic transducers.

John Thomson goes steel

THIS 80ft. steel seiner-trawler being built by Herd and Mackenzie of Buckie is scheduled for launching next Friday.

She is for Skipper John W. C. Thomson of Lossiemouth.

Skipper Thomson has worked closely with the builders on the design of the vessel which has a cruiser stern and will be powered by a Caterpillar engine.

New reels

Her gear handling machinery includes a new type of Fishing Hydraulics seine rope reels specially designed to suit fishing conditions off the Scottish west coast.

The boat should be ready for sea in about one month's time.

Skipper Thomson's present boat, the 77ft. *Horizon*, was built by Herd and Mackenzie about ten years ago.



SCOTTSIDE AND SHIRSBY

Noble seiner for Whitby

JAMES NOBLE (Fraserburgh) Ltd. has laid the keel of a wooden-hulled seiner-trawler for Whitby.

Designed by the Napier Co. (Arbroath), in conjunction with the builders, the transom sterned vessel will be of traditional seiner-trawler layout with the deckhouse aft. She will be 50ft. long, with a beam of 18ft. 6in.

Nozzle

She is being built to the order of Skipper T. Bennison in association with the Whitby Fish Selling Co. Ltd. Propulsion will be provided by a Kelvin 375hp. engine driving the propeller in a Kort nozzle.

Gear handling machinery will include Northern Tool and Gear seine and trawl winch, Losse Hydraulic Co. power block and seine rope reels.

Cooked —

CONQUEST

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£379.00

Including return flight, transfers and hotel accommodation. Escorted throughout by:

GRAMPIAN FISHING TOURS

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PERTH
(tel: 0738 28571)

THE 70ft. cruiser sterned and seiner-trawler *Conquest* will run trials from Buckie within the next few weeks.

Her deck machinery includes Sutherland winch and Losse Hydraulic rope reels and power block.

A fishroom chilling plant, designed by G. L. Watson, from Currie and Thomson Engineers Ltd., is also fitted and fish finding aids include Wegman sonar and Kelvin Hughes echo sounder.

Under construction at Jones' Shipyards is a wooden 74ft. transom sterned seiner-trawler being built for local skipper Robert Paton.

Designed by G. L. Watson and Co. she will be similar in lines and equipment to *Conquest* built by Jones, Watson and Co. Ltd.

Year for well-fished waters, skipper, Brig. Smith of Buckie.

She will be fitted with a Currie and Thomson fishroom chilling plant and other equipment will include Kelvin 500hp. engine, Sutherland winch and Losse Hydraulic seine rope reels and motor.

Official and Classified ADVERTISEMENTS

Continued from Page 13

VESSELS FOR SALE



COLVIC 1977, 26.8ft., BMC 3.4. Pegasus 21; Seaview, Seascraper, compass, all equipment tailored, canopy, anchor, telephone Romford, 24/400 10.00.

M.F. "Ri'an Sain/Penrhys" PH.182, 1971, 35ft. x 10ft. x 4ft., 14 tons, mahogany on oak, 1974 Ford 3.6D, Borg Warner 31, 24 volt A/C, Ajax R/T, Furuno E/S, Ursul winch, hydraulic steering, aft canopy, foredeck, bimini and some gear. Tel: 01400 761100, Tel: Plymouth 64981, Wed., Tues., Friday mornings only before 10.30.

**FOR SALE BY PRIVATE TREATY
M.B. CHRISCO (PZ 616)**
Built of wood by Chantiers Navals de Comouelle, 1959 in Douarnenez, France. Length 76.4ft, Depth 11.6ft, Breadth 20.4ft, Tonnage 95.31. Fitted with a Duvant engine of 326hp, Speed 625 TPM, echo sounder, radio telephone, BOX No. 795.

LOCHIN 38 sports fisherman GRP, 180 Turbo diesel Ford, 200 hours, built 1976, cooker/oven, 2-burner, sea toilet, anchor and warp, compass, Helmsman seat, Morse steering and control navigation lights, electronic and manual bilge pump, Nemo capstan, voice searchlight, deckwash etc., built at Ryde, £18,000, telephone 01-653 6547.

18ft. fast launch ready to complete, fitting out with Ford V6 engine, Borg Warner D/D 11-5B bronze rudder, prop. S/S shaft, copper fuel tank, £1,000 o.n.o. 12V longrange A/d lamp, £50, telephone: Frinton-on-sea 3304.

M.F.V. "Endeavour" A. 331 Built Merchant Boat Building & Engineering Co. - Macmillan 1964. Overall length: 52 ft. Beam: 17ft. Depth: 5.8ft. Tonnage: 24.37. Fitted with a 100hp Volvo Penta Diesel, 200 hrs, 24 volt, 12V alternator, gear, Lister 6 speed with 12V pump. Vessel is well maintained and is presently being converted to a fishing vessel. For further details and arrangements to inspect vessel please contact: The Deed Fishing Co. Ltd., Commercial Quay, Aberdeen, Telephone No. 30696.

"ABILITY" (BM.18), 40ft. x 12ft. x 4ft. 3in. steel trawler, heavy hull, hull, deck, accommodation, 60hp four cylinder diesels, two 10ft. winches, deckwash, liferaft, 12V alternator, 12V pump, quantity of trawl heads, etc. plus spare engine also complete, £1,300 or serious offers. Telephone: Brixham 7448.

ANGLING boat, forward shelter, cabin, built 1970, 27ft. x 7ft. 10in. x 4ft. 2in. Coventry diesel marine, single lever controls, 9 knots, good condition, £2,700. L.P.D. 23 angling boat, choice of two, £1,800. Tel: 0351 820000. B.M.C. B.M.C. Ltd., Brixham, Dartmouth, Devon, telephone: 01-653 702.

75ft. steel Fairmile Sputnik side stern trawler, 24hp Blackstone, S&P stern trawl, 4 L.W. Gardner, propeller, Gardner 11.2, auxiliary 12V alternator, Rayco 4200, F.W.C. owned. Dieses MkII steel plating. Sailor 400W SSB MF set hired. Telephone 0683 23262.

1978 **Colvic** 30ft. x 10ft. forward rudder, Lister 4 cylinder 24-1, built 2 years old, Scarborough hydraulic pot hauler, Westminster VHF and Koden K echo sounder on hire. This vessel has been maintained regardless of cost, very good condition. New 15ft. min. 15ft. 4in. 400hp engine of a Scarff 3.6V. Offers, price exchange considered. Bridlington Boatbuilding Co. Tel: 70218 anytime.

**FOR SALE BY PRIVATE BARGAIN
M.B. "HORIZON" INS.21**

Length 28ft, breadth 8ft, moulded depth 11ft. 6in. Tonnage 21 tons. Hull of wood, 4 L.W. Gardner, 400hp engine, 24 volt, 12V alternator, 400hp VHF power block. Dieses MkII, Westbay, Bridport, Dorset. Dieses 4200, F.W.C. owned. Tel: 01-653 702.

John W. C. Thomas, Carpenter, Brixham, Devon, telephone: 01-653 228 or 238.

31ft. ex. police launch with forward cabin, inboard steering position, fitted six cylinder Ford engine, new wiring, wireless, echo sounder, usual equipment, captain suitable for light trawling, 10ft. beam, 10ft. long, 4ft. 6in. deep, 10ft. 6in. overall, 13 knots. £5,000. Apply Dixon & Sons Boat-builders, 1 Dock Road, Exmouth. Telephone: 3063.

CONVERTED trawler with D.T.Y. loading certificate, built by J. Forbes, Peterhead 1947. Kelvin 8 cylinder turbo charged, 450hp new, £17,220. Listed as a fishing boat, all completed. Overhauled February 1977, one ton diesel winch and derrick, dimensions 37' 5ft. x 12ft. x 11ft. 6in., net weight 10.5t., gross 23t, gross tonnage 65.47, hatch 10ft. x 7ft. 6in. hold 4200 cubic feet. Vessel presently trading but under offer. Telephone: Ramsey (10M) 812302.

18ft. M.F.V. registered, licensed 12 anglers, 400hp diesel, square stern, engine, gearbox, new lighting, Ford diesel, 12V, Diesel on hire, 10ft. 6in. long, 4ft. 6in. beam, 4ft. 6in. draft, two engines, forward wheelhouse, fast boat with Kelvin Hughes MS39 sounder, boat's property, Sailor RT 14 on hire, hydraulic line hauler, boat recent extensive overhaul, now fishing in Falmouth area, enquiries telephone: 722442 etc.

MEOWCAMBE Bay prawnier, 30ft. x 10ft. x 4ft. 6in., six cylinder BMC 2.1 reduction, new decks and transom stern, ready to fish, telephone Marvoort 3499 (Cumbria).

MPV "Hopeful Lad" PH.182, 1971, 35ft. x 10ft. x 4ft., 14 tons, mahogany on oak, 1974 Ford 3.6D, Borg Warner 31, 24 volt A/C, Ajax R/T, Furuno E/S, Ursul winch, hydraulic steering, aft canopy, foredeck, bimini and some gear. Tel: 0736 705500 evenings.

18ft. heavy built ex Trinity House boarding boat, apply Fishing News.

36ft. registered fishing boat, 10ft. 6in. approx. 10ft. 6in. beam, 4ft. 6in. draft, 10ft. 6in. long, 4ft. 6in. net weight 10.5t., gross 23t, gross tonnage 65.47, hatch 10ft. x 7ft. 6in. hold 4200 cubic feet. Vessel required trading but under offer. Telephone: Ramsey (10M) 812302.

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